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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV, No. 4 April, 1963

During their March meeting, the Commission was favored with a visit from Governor Babcock and paused long enough in their deliberation for this informal photo:

l. to r.—Don MacPherson, Commission Attorney; Don DeVore, Technical Engineer; State Highway Engineer Fred Quinnell; Commission Secretary John Wheeler; Commission Chairman Roy Sorrells; Governor Tim Babcock; Commissioners Stan Halvorson, George Gosman, Ted James and Bud Nass.

GOVERNOR
Tim Babcock

STATE HIGHWAY COMMISSION
Roy L. Sorrells ..... Chairman
S. N. Halvorson ..... Vice-Chairman
J. M. Nass ..... Member
George M. Gosman ..... Member
Ted James ..... Member
John D. Wheeler ..... Secretary

STATE HIGHWAY DEPARTMENT
Fred Quinnell, Jr. ..... State Highway Engineer

EDITORIAL STAFF
George T. Sime ..... Editor
Ernest A. Neath ..... Associate Editor
Chet Dreher ..... Photographer
Kenneth L. Martello ..... Artist

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AWARD SHEET — LETTING OF MARCH 27, 1963

Project No.	Amount of Bid	Bidder	Address
I 15-4(18)210 U2 Lyons Creek-South (Fencing) Lewis & Clark County	$ 19,297.00	Grand Fence Co.	Billings, Mont.
I-IG 90-2(21)80 U1 Huson-West (Road) Missoula County	$1,666,471.77	Bud King Const. & McLaughlin, Inc.	Missoula, Mont.
I-IG 90-2(21)80 U2 Huson-West (Fencing) Missoula County	$ 32,394.00	Tschache Bros.	Bozeman, Mont.
S 28(7) & S 28(8) McLeod-Big Timber (Road) Sweetgrass County	$ 490,254.34	Peter Kiewit Sons' Co.	Billings, Mont.
S 129(8) Columbus-Rapelje (Road) Stillwater County	$ 485,266.69	Empire Sand & Gravel Co., Inc.	Billings, Mont.
S 290(16) & S 307(12) Geraldine-Fort Benton & Stanford-Geraldine (Road and Bridges) Chouteau County	$ 653,026.61	Naranche & Konda Const. Co.	Butte, Mont.
S 326(4) Otter-Ashland (Road & Bridge) Powder River County	$ 261,798.16	Husman Bros., Inc.	Sheridan, Wo.
S 361 (12) Presserville-Gerard-Fairview (Road) Richland County	$ 406,497.56	Gus M. Albert	Miles City, Mont.

McPHERSON INTERPRETS HB 7

During the recent seminar, we were asked repeatedly about HB7 which contained amend ments relating to our Public Employees Retirement System law.

The following interpretation of the bill was prepared by Don MacPherson our attorney. We suggest that if you have any further questions, that you write to the Public Employees Retirement System office.

This memorandum deals with, and is limited to, the above-captioned Bill. It is assumed that highway commission personnel interested in this memorandum are already relatively familiar with the provisions which were left intact of the PERS law.

There are three (3) vital amendments contained in House Bill No. 7, and they are discussed in the following paragraphs. The first amendment appears on Page 1 and Page 2, lines 11 through 15 of the substitute Bill and deals with the pension aspect of the Public Employees Retirement System. Mr. Edward Little, Chief Accountant for the Public Employees Retirement System, has advised that under the old public employees retirement law the state would match the annuity which was paid for by the employees' contribution and would do no more, or less, than this. The amendment to this provision of this Bill leaves the old law intact, but adds a second alternative by which the state may make payment. The second alternative provides that an employee with 35 years' service shall receive from the state twenty-five per cent (25%) of his average final compensation. If he has more than 35 years' service, the percentage will increase proportionately for each additional year which percentage would be computed by placing the number of years of service over the figure of 140. Thus, if an employee has 35 years' service, the state will contribute 35/140ths of the average final compensation or 25%. If the employee has 50 years of service, the state will contribute 50/140ths of his average final compensation or about 36%.

It is now possible under the amendment for the state to contribute more to the employee's pension than is contributed by the employee himself. This was impossible under the old law, for the employee's contribution was merely matched by the state. This increase matching by the state as employer constitutes a 7% increase.

It should be noted here that in order to retire with PERS an employee must be at least 60 years of age and have at least 10 years' service with the state. The amount of his pension is then computed by the length of his service as well as by his final compensation. The same formula is used to compute an employee's pension regardless of his age or his length of service.

The second amendment to substitute House Bill No. 7 is concerned with disability retirement allowance and is independent from the foregoing pension provisions. On page 5 of the substitute Bill, lines 105 through 117, it was provided that employees totally disabled would have deducted from their disability allowance the amount of any industrial accident payments. This deduction could not apply to partially disabled employees, even though they, too, were receiving industrial accident benefits plus PERS allowance. It would be noted that the amendment makes no discrimination between totally and partially disabled employees, thereby meeting the constitutional objections of the old law. As the Bill now stands, any employee injured on the job regardless of his tenure of service will receive an allowance amounting to 50% of his average final compensation, provided that this allowance shall be reduced to 25% during the period in which he receives industrial accident compensation. This amendment is relatively simple and should cause no confusion among those administering it.

The third amendment to substitute House Bill No. 7 deals with death benefits and appears on pages 8 and 9, lines 9 through 16 of the Bill. The purpose of this amendment was to clear up a statutory conflict as to the recipients of death benefits. Under the old law death benefits were set out under Section 68-1101, R.C.M., 1947, to be received by the nominated beneficiary. At the same time, the same benefits were also required to go to those beneficiaries designated in Section 68-1201, R.C.M., 1947. Several lawsuits arose regarding which of the particular sections controlled. The amendment eliminated this by making the nominated beneficiary the first recipient. Only if there is no nominated beneficiary, or if such beneficiary has predeceased the employee, will the death benefit be dispersed as provided in Section 68-1201, R.C.M., 1947.

I trust that this explanation will answer inquiries which you have received.

DONALD D. MacPHERSON,
Chief Counsel,
Montana State Highway
Commission

Work is progressing well on the connection of U. S. 87 to the 14th and 15th Street couplet in Great Falls. This photo, looking toward the McGregor Bridge shows the excavation under way for the underpass at the north end of the bridge.

Grading is progressing very well on the Alberton section of Interstate 90 with Nilson Smith contractors reporting nearly 60% of the unclassified excavation complete.

LAST MONTH'S PICTURES

Considerable interest was evidenced in the two pictures used in Centerline to show *then and now*. The *now* photo is an aerial looking easterly toward the Yellowstone Parkway Interchange at Livingston. The *then* photo, we are indebted to Mr. Les Jorud for the picture. It shows Bill Molten and daughter in their late model Wayne on the Basin-Boulder road. The year—1912.

THE GOOD MANAGER

Training-in-Service

There has been a tendency to think that if a man is a good leader, he will make a good manager. Leadership is an important management function it is true, but one should not confuse good human relations with effective management. It is not what a man is (ambitious, loyal, energetic, intelligent, decisive, etc), it is the work he is called on to do that should determine who is to be selected and trained as a manager.

Consider first what a manager is. He is someone who directs and guides the work of others. As a result, this places him in a position where the work he does is dependent upon the work of those who report to him. The manager is also the middle man. He has to report to his superiors and satisfy them. He must make teamwork possible between the different organizational levels. The manager has to accomplish this by performing work that only he can do and is in a position to do.

But what is this work that only the manager can do? There are four distinct functions: planning, organizing, leading and controlling. In order to fulfill his organizational role the manager has to carry out all four of these activities. If he is not doing all of them, he is not managing.

To plan a job well is the first important job of the manager. He must remember that his subordinates are not responsible for an overall plan of their work. Their job is merely to carry out their assigned tasks to the best of their abilities.

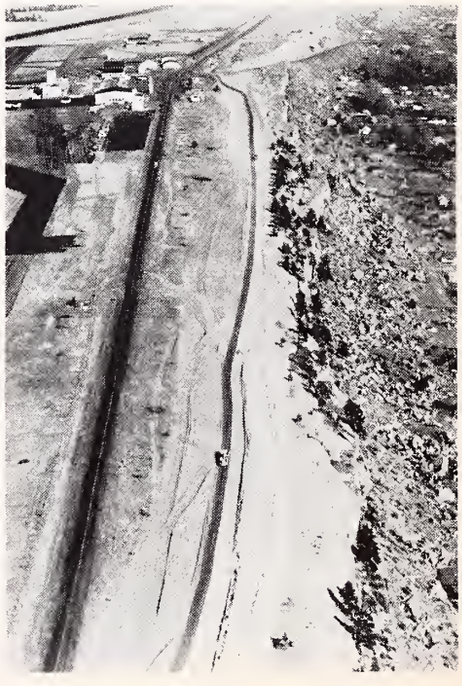
But he must also organize the group so that both time and personnel are used to the best of their ability.

Leadership, as we have mentioned before, is a very important facet of management. The manager has to lead, not only by performing measurable work, but also by communicating well with his group and motivating them to try to always do a better job.

Finally the manager must be able to control his subordinates. This is necessary so that they will carry out the policies of the organization. But he must also be able to control himself in order to gain the trust and respect of his superiors.

So, as you can see, a manager's job is more than just good leadership. It is a workable and useful combination of all four of the qualities we have discussed. And, furthermore, managing is a job that can be learned.

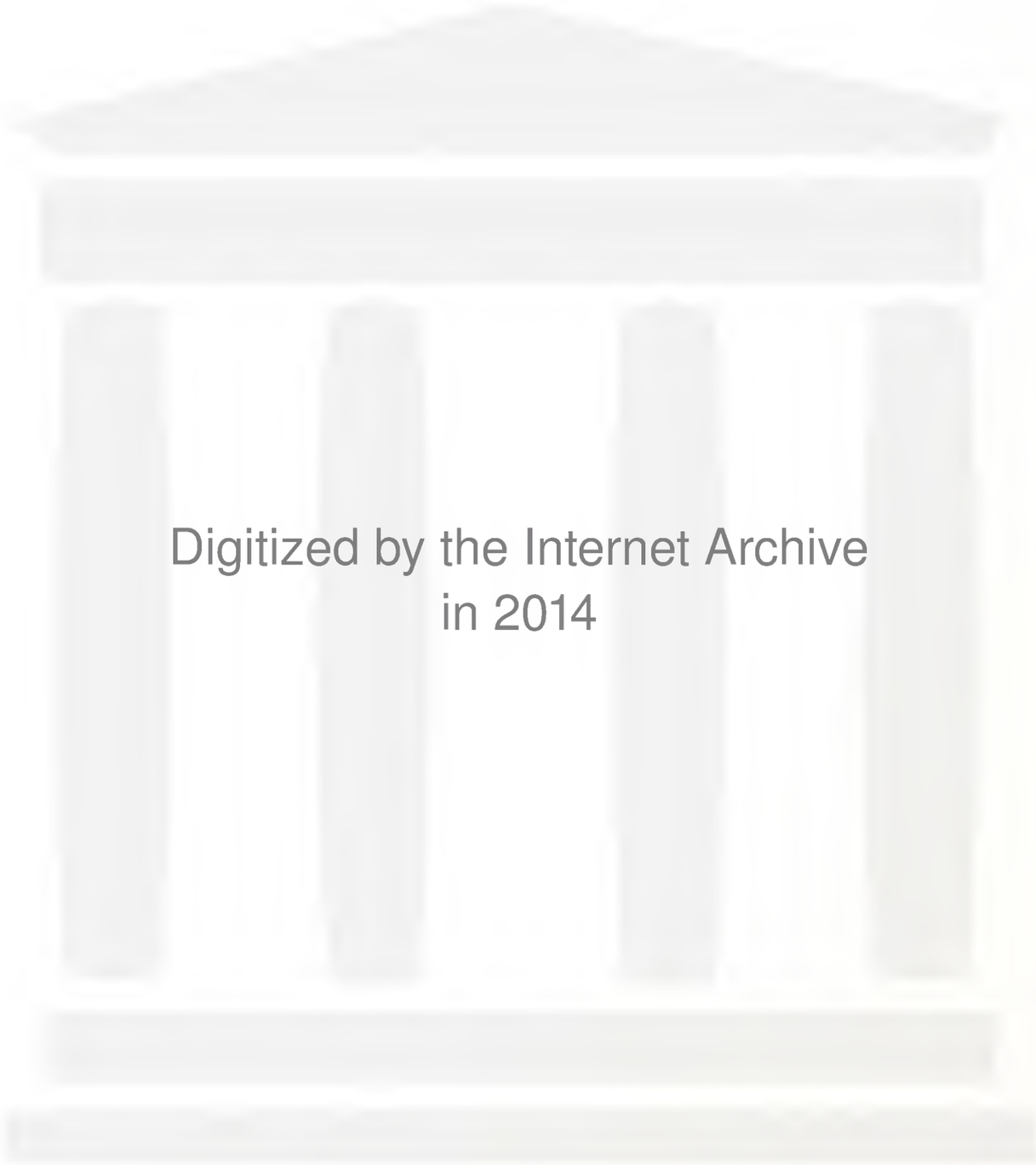
Work is again progressing on the Rimrocks section of the Billings-Lavina road after being halted by an injunction due to rolling rock. The photo shows the scaling down of the rimrocks to remove the large rocks that were already sliding and constantly posing a threat to the road and those below it.



The photo on the right tells a story of many rocks that have previously rolled off the rimrocks at the north edge of Billings. The photo shows thousands that have rolled off in years and ages past. The new construction will at least remove the threat of rolling and sliding rock along the roadway, thus making it safer for travel.

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
26	I 15-1 (16) 37	4-30-63	7.8 miles seeding and mulching. (U.S. 91 - Armstead South).
27	I-IC 15-2 (15) 118	4-30-63	4.3 miles seeding and mulching. (U.S. 91 - West of Butte).
28	I-IC 90-7 (12) 327	4-30-63	11.8 miles seeding and mulching. (U.S. 10 - Livingston West to East).
29	I 90-8 (15) 438	4-30-63	6.4 miles seeding and mulching. (U.S. 10 - West of Billings).
	FEDERAL AID PRIMARY PROJECTS		
	F 191 (19) U 1	9- 1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 93 - South of Kalispell).
	F 207 (8)	9-30-63	0.2 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - In Butte).
	F 279 (4)	9-30-63	0.5 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - Bypass - In Butte).
103	FHP 6-1 (1) *	1963	6.5 miles grading, drainage, base and bituminous surface treatment. (U.S. 10A - Idaho Line East).
104	F 193 (12)	9-30-63	11.6 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 16 - Medicine Lake North).
105	F 157 (16) U 1	6-30-63	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City)
106	F-FG 68 (12) U 1	9- 1-64	2.7 miles (four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing. Signing and delineation. (U.S. 10A - East of Anaconda).
	F-FG 68 (12) U 2	10-31-63	Four prestressed concrete beam bridges, dual 70 foot - Clark Fork and dual 148 foot - NP Ry. (U.S. 10A - East of Anaconda).
107	F 134 (6)	9-30-64	0.7 mile grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (U.S. 212 - Laurel South).
108	F 67 (9)	10- 1-63	1.6 miles grading, drainage, aggregate surfacing, stabilized base surfacing, plant mix bituminous and seal coat oiling. (U.S. 91 - Main Street in Conrad).
109	F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling. (U.S. 87 - Northeast of Great Falls).
110	U F 296 (15) U 1	10- 1-63	4.2 miles (0.8 mile four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 3 - Billings NW)
111	FHP 13 F 6 *	1963	2.1 miles grading, drainage, and surfacing. (U.S. 2 - East of West Glacier).
112	F 26 (7)	4-30-63	1.6 miles seeding and mulching. (U.S. 87 - Grass Range North).
	F 103 (11)	4-30-63	7.6 miles seeding and mulching. (U.S. 191 - Roy East).
	F 333 (30)	4-30-63	21.5 miles seeding and mulching. (Montana 19 - Grass Range Junction North).
	F 333 (32)	4-30-63	3.9 miles seeding and mulching. (U.S. 191 - Roy Junction North).
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191 - North of West Yellowstone).
114	FHP 32 1 (1) *	1963	26.9 miles plant mix bituminous surfacing. (U.S.89 - South of Neihart).
115	U FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - NP R.R.. (U.S. 10 - In Billings).
116	F 238 (8) U 1	6-30-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).
	F 238 (8) U 2	6-30-63	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).
117	ROW F 28 (3)	6-30-63	5.8 miles fencing. (U.S. 87 - South of Grass Range).
	F 28 (4)	8-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 87 - South of Grass Range).
118	U 149 (15)	10-31-63	0.4 mile(0.1 mile four lane divided) grading,drainage,aggregate surfacing and plant mix bituminous surface. (U.S. 87-Bypass-Gt.Falls No)
	U FG 395 (6)	10-31-63	1.5 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement. Two concrete underpasses - CN Ry. and Smelter Avenue. (U.S. 87 - Bypass - Great Falls North).
119	F 235 (25)	10-15-63	7.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. One 81 foot prestressed concrete beam bridge - Otter Creek. (U.S. 87 - West of Stanford).
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87 - West of Stanford).
120	F 114 (5)	9- 1-64	2.4 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Hysham connection to Interstate).
121	F FG 219 (16) U 2	6-30-63	One 173 foot prestressed concrete beam overpass - NP Ry. (U.S. 10A - Northwest of Missoula).
	F FG 219 (16) U 1	10-30-63	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 10A - Northwest of Missoula).
122	U 112 (3), U 229 (15) & U 235 (32)	6-30-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 30 foot concrete slab bridge - Big Spring Creek. (Montana 20 - Lewistown Main Street).
123	F 191 (20) U 1	9- 1-63	7.3 miles (2.5 miles grading and drainage) aggregate surface, plant mix bituminous and seal coat oil. (US 93 - North of Polson).
	F 191 (22)	6-30-63	7.3 miles seeding and mulching. (U.S. 93 - North of Polson).
124	F 260 (7) & F 353 (8)	8-15-63	5.8 miles grading, drainage, aggregate surface, plant mix bituminous and seal coat oil. (US 2 - West to East of West Glacier).
125	F 13 (6) U 2	7-30-63	4.0 miles seal and cover oiling. (U.S. 89 - Livingston South).
126	FHP 43 - 1 (1) *	1963	5.8 miles grading, drainage, aggregate surfacing and bituminous surface treatment. (U.S. 89 - North of Gardiner).
127	F 184 (15)	6-30-63	1.1 miles seeding and mulching. (U.S. 10 - North of Deer Lodge).
128	F 43 (15) U 2	7-30-63	31.4 miles seal and cover oiling. (Montana 43 - West to East of Ralston).
	F 43 (18)	4-30-63	1.9 miles seeding and mulching. (Montana 43 - West and East of Ralston).
129	F 217 (12) U 2 & F217(13)U2	7-30-63	24.0 miles seal and cover oiling. (U.S. 89 - South to North of Emigrant).
130	F FG 215 (7)	6-30-63	0.3 mile four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge-CMSTP&P Ry. and Clark Fork. (U.S. 93 - In Missoula).
131	F 185 (7)	4-30-63	0.3 mile seeding and mulching. (U.S. 10 - West of Livingston).
132	F 217 (15)	4-30-63	2.7 miles seeding and mulching. (U.S. 89 - North of Gardiner).
133	F 153 (8)	10- 1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 2 - East of Dodson).
	U 257 (14) U 2	6-30-63	Traffic signals, signs and highway lighting on Idaho Street. (U.S. 2 - In Kalispell).
	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing and plant mix surfacing. (U.S. 89 - Northwest of Browning).
139	FHP 13 3 (1) *	1963	4.1 miles grading, drainage and base. One 60 foot reinforced concrete bridge - Bear Creek. One 26 foot concrete slab bridge - Devil Creek. (U.S. 2 - Southwest of East Glacier).
140	F FG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - South of Belfry).
142	F 315 (16) U 1	9-30-63	11.4 miles grading, drainage and aggregate surfacing. (Montana 24 - Southeast of Fort Peck).
	F 315 (16) U 2	10-30-63	One 133 foot prestressed concrete beam bridge - Nelson Creek. (Montana 24 - Southeast of Fort Peck).
	FEDERAL AID SECONDARY PROJECTS		
201	S 45 (6)	9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River. (Southwest of Garland).
202	S 131 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East of Brady).
203	S 236 (8)	6-30-64	1.2 miles grading, drainage, and aggregate surfacing. One 562 foot riveted plate girder bridge. (North of U.S. 10 & Montana 47).
204	ROW S 412 (2)	10-31-63	3.7 miles fencing. (East Helena, Southerly).
	S 412 (3)	9- 1-63	3.7 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East Helena Southerly).
205	S 207 (3)	6-30-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Wyoming Line North - South of Busby).
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (Southwest of Billings).
207	FHP 5 1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (South of Troy).
208	S 264 (3)	6-30-63	5.3 miles grading, drainage and aggregate surfacing. (Northeast of Van Norman).
209	FHP 11 1 (1) & S 391 1 FH *	1963	32.5 miles grading, drainage and base. Raising of three timber bridges - Lolo Creek. (U.S. 12 - Lolo to Idaho State Line).
210	S 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Southwest of Libby).
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drainage, aggregate surfacing and plant mix bituminous surfacing. (Northwest of West Yellowstone).
212	S 290 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast).
213	S 266 (4)	10- 1-63	10.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Browning).
	ROW S 266 (2)	6-30-63	10.5 miles fencing. (North of Browning).
214	S 65 (6)	10- 1-63	4.9 miles grading and drainage. One 245 foot prestressed concrete beam bridge - Swan River. (South of Big Fork East).
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (West of Wilsall).
	S 370 (15)	9-30-63	6.7 miles grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling. (West of Wilsall).
216	S 159 (4)	9- 1-63	7.5 miles (partial grading) drainage, aggregate surfacing, and plant mix bituminous surfacing. (Dodson South).
217	S 304 (8)	9-30-63	7.4 miles (0.8 mile grading) aggregate and plant mix bituminous surfacing. (Galen Southwest).
218	S 316 (7)	9-30-63	0.4 mile grading, drainage, aggregate and plant mix bituminous surfacing. Concrete curb and gutter. (In Cut Bank).
219	S 85 (00) U 1 & S 85 (3) U 1	7-31-64	12.0 miles grading, drainage and aggregate surfacing. (Armstead West).
	S 85 (00) U 2 & S 85 (3) U 2	11-31-63	Three prestressed concrete beam bridges. One 92 foot and 71 foot - Horse Prairie Creek. One 71 foot-Medicine Lodge Creek. (Armstead W.)
220	S 28 (7) & S 28 (8)	7-15-64	8.8 miles grading, drainage, and aggregate surfacing . (McLeod Southwesterly) .
221	S 129 (8)	11-15-63	7.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Rapelje South) .
222	S 259 (2)	7-15-63	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber trestle bridge - Sand Creek. (Northeast of Forsyth).
223	S 290 (16) & S 307 (12)	10-15-63	4.9 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Widen three timber bridges . (North of Geraldine South) .
224	S 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (north of Helena).
225	S 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Hilger).
226	S 213 (4)	9-30-63	0.9 mile grading, drainage, aggregate surfacing and plant mix bituminous and seal coat oiling. (East of Butte).
227	S 326 (4)	10-15-63	5.1 miles grading, drainage and aggregate surfacing . One 102 foot prestressed concrete beam bridge - Otter Creek . (East of Ashland South) .
228	S 361 (12)	10-15-63	6.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Girard West to East) .
230	S 12 (9)	6-30-63	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Harlem North).
232	S 339 (9) U 1	6-30-63	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (South of Chester).
234	S 398 (2)	6-30-63	9.6 miles grading, drainage and aggregate surfacing. (Northwest of Baker).
235	S 9 (9) U 2	7-30-63	8.5 miles seal and cover oiling. (Southeast of Boulder).
236	S 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (Whitefish North).
238	S 66 (2) U 2	7-30-63	1.2 miles seal and cover oiling. (Emigrant Southeast).
2	S 273 (3) U 2	7-30-63	0.8 mile seal and cover oiling. (Northeast of Emigrant).
2	S 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing. (North of Galata).
240	S 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Culbertson).
	OFF-SYSTEM PROJECTS		
301	FHP 2 A2 B2 12 A2 *	1963	7.2 miles grading and aggregate base. (Two Medicine Road and Approach - Northwest of East Glacier).
303	R AD 7 (1) *	1963	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).

* Bureau of Public Roads Projects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PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

MARCH 29, 1963 (Includes contracts let March 27, 1963)

LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- (16) MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I 15-6 (5) 311 U 1 &	7- 1-64	11.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U.S. 91 - Brady South to North) .
	I 15-7 (3) 312 U 1		
	I 15-6 (5) 312 U 2	9-30-63	1.0 mile fencing . (U.S. 91 - Brady South to North) .
	I-15-7 (3) 312 U 3	9-30-63	10.6 miles fencing . (U.S. 91 - Brady South to North) .
	I 15-7 (3) 312 U 2	9-30-63	Two prestressed concrete bridges . One 183 foot - Brady Interchange and one 133 foot - County Road Separation . (U.S. 91 - Brady South to North) .
2	I 15-5 (13) 239 U 1	6-30-63	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Same construction on frontage road . (U.S. 91 - South to North of Cascade) .
	I 15-5 (13) 239 U 3	6-30-63	9.7 miles fencing . (U.S. 91 - South to North of Cascade) .
	I 15-5 (17) 239 U 4	6-30-63	9.7 miles signing and delineation . (U.S. 91 - South to North of Cascade) .
	I 15-5 (18) 239	4-30-63	9.7 miles seeding and mulching . (U.S. 91 - South to North of Cascade) .
3	I 94-4 (10) 127	6-30-63	20.9 miles signing and delineation . (U.S. 10 - West to East of Miles City) .
4	I 15-4 (6) 186 U 1	10-30-63	8.2 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Frontage Roads . (U.S. 91 - Helena North) . Weigh Station .
	I 15-4 (6) 186 U 4	10-30-63	8.2 miles fencing and cattle guards . (U.S. 91 - Helena North) .
	I 15-4 (15) 186	11-30-63	8.2 miles signing . (U.S. 91 - Helena North) .
5	I 15-2 (14) 127 U 1	9-30-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U.S. 91 - In Butte) .
	I 15-2 (14) 127 U 2	9-30-63	2.7 miles fencing . (U.S. 91 - In Butte) .
	I-IG 15-2 (17) 130 U 1	9-30-63	1.5 miles grading, four lane divided, drainage, aggregate surfacing, plant mix bituminous and seal coot oiling . (U.S. 91 - Butte East) .
	I-IG 15-2 (17) 130 U 2	6-30-63	Three steel girder bridges, one 266 foot - Upper Nine Mile Separation . Dual 193 foot - East Butte Interchange . (U.S. 91 - Butte East) .
	I-IG 15-2 (17) 130 U 3	11-30-63	1.5 miles fencing . (U.S. 91 - Butte East) .
	I-IG 15-2 (16) 126 U 1 & I 115-2 (2) 126 U 1	9-30-64	2.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U.S. 91 - Butte West) .
	I-IG 15-2 (16) 126 U 2 & I 115-2 (2) 126 U 2	9-30-64	Five structures . Two prestressed concrete beam overpasses . One 301 and 321 foot BA&P RY. & CMSTP&P R.R.. Three steel and concrete overpasses. One 442 & 489 foot - NP RY. and Clark Fork. One 244 foot - West Butte Interchange . (U.S. 91 - Butte West).
	I-IG 15-2 (16) 126 U 3	9-30-64	2.2 miles fencing . (U.S. 91 - Butte West) .
	I 115-2 (2) 126 U 3	9-30-64	0.4 mile fencing . (U.S. 91 - Butte West) .
	I-IG 15-2 (16) 126 U 4	9-30-63	Dual 463 foot steel and concrete overpasses - NP RY. and CMSTP&P R.R.. (U.S. 91 - Butte West) .
6	I 94-1 (5) 51	7-31-63	One 580 foot riveted plate girder bridge - Big Horn River . (U.S. 10 - West of Hysham) .
	I 94-1 (6) 50 U 1 &	9- 1-63	5.2 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing .
	I 94-2 (4) 51 U 1		(U.S. 10 - West of Hysham) .
	I 94-2 (4) 51 U 2	6-30-63	One 178 foot prestressed concrete beam bridge - Underpass - Big Horn Interchange . (U.S. 10 - West of Hysham) .
	I 94-1 (6) 50 U 2	9- 1-63	1.3 miles fencing . (U.S. 10 - West of Hysham) .
	I 94-2 (4) 51 U 3	9- 1-63	4.2 miles fencing . (U.S. 10 - West of Hysham) .
	I 94-2 (5) 55 U 1	9- 1-63	6.4 miles (4.0 miles four lane divided) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (U.S. 10 - Southwest of Hysham) .
	I 94-2 (5) 55 U 2	9- 1-63	6.4 miles fencing . (U.S. 10 - Southwest of Hysham) .
7	I 90-3 (11) 180	6-30-63	8.6 miles seeding and mulching . (U.S. 10 - North and South of Deer Lodge) .
9	I 90-7 (8) 387 U 1 &	10-30-63	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U.S. 10 - West of Columbus) .
	I-IG 90-8 (12) 388 U 1		
	I-IG 90-8 (12) 388 U 2	9-30-63	4.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U.S. 10 - West of Columbus) .
	I 90-7 (8) 387 U 2 &	6-30-63	Four prestressed concrete beam structures . One 102 foot - Frontage Road Separation . Dual 133 foot - Reed Point Interchange.
	I-IG 90-8 (12) 388 U 3		One 101 foot - Berry Creek . Two 17 foot and one 21 foot concrete slab junior grade separations . (U.S. 10 - West of Columbus) .
	I 90-7 (8) 387 U 3	9- 1-63	5.9 miles fencing . (U.S. 10 - West of Columbus) .
	I-IG 90-8 (12) 388 U 4	9- 1-63	4.6 miles fencing . (U.S. 10 - West of Columbus) .
10	I 94-7 (4) 233 U 1	7-30-63	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and weigh station . (U.S. 10 - Dawson, Wibaux County Line to Wibaux) .
	I 94-7 (5) 233	5-30-63	15.2 miles signing and delineation . (U.S. 10 - Dawson, Wibaux County Line to North Dakota State Line) .
11	I 90-1 (16) 43	6-30-63	6.7 miles seeding and mulching . (U.S. 10 - North and South of Superior) .
12	I-IG 90-4 (7) 205 U 1	9- 1-64	4.3 miles four lane divided, grading, drainage, cement stabilized base, aggregate surfacing and plant mix bituminous surfacing . Frontage Roads, Rest Areas, signing and delineation . (U.S. 10 - South of Deer Lodge) .
	I-IG 90-4 (7) 205 U 2	6-30-64	Three prestressed concrete beam structures . One 206 foot - Anaconda Interchange . Dual 211 foot overpasses - CMSTP&P R.R.. (U.S. 10 - South of Deer Lodge) .
	I-IG 90-4 (7) 205 U 3	11-30-63	4.5 miles fencing . (U.S. 10 - South of Deer Lodge) .
13	I-IG 90-2 (10) 110 U 1	7- 1-64	4.3 miles four lane divided, grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U.S. 10 - West of Bonner East) .
	I 90-2 (11) 114 U 1	9- 1-64	4.9 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous surfacing . Frontage Roads . (U.S. 10 - Southeast of Bonner) .
	I 90-2 (11) 114 U 2	7- 1-64	4.9 miles fencing . (U.S. 10 - Southeast of Bonner) .
	I-IG 90-2 (10) 110 U 2	9-15-63	4.3 miles fencing . (U.S. 10 - West of Bonner East) .
	I-IG 90-2 (10) 110 U 3	7-31-64	Eight structures . Dual 143 foot - Steel Plate Girder - Blackfoot River . Six prestressed concrete beams, dual 153 foot - CMSTP&P R.R.. Dual 118 foot frontage road separation . Dual 118 foot - Turah Interchange . (U.S. 10 - West of Bonner East) .
	I-IG 90-2 (10) 110 U 4	5-31-64	Dual 327 and 357 foot steel girder overpasses - NP RY.. (U.S. 10 - West of Bonner East) .
	I-IG 90-2 (12) 118 U 1	6-30-63	Dual 350 foot steel girder overpass - NP RY.. (U.S. 10 - Southeast of Bonner) .
	I-IG 90-2 (12) 118 U 2	6-30-63	One 285 foot prestressed concrete beam bridge - Clark Fork . (U.S. 10 - Southeast of Bonner) . On Frontage road .
14	I 90-8 (16) 437 U 2	6-30-63	One 74 foot concrete bridge - B.B.W.A. Canal (U.S. 10 - East of Laurel) . On Frontage road .
	I-IG 90-8 (17) 433 U 1	9-30-64	5.3 miles four lane divided, grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Weigh Station . (U.S. 10 - Laurel East) .
	I-IG 90-8 (17) 433 U 2	6-30-64	Eight structures, two 364 foot steel overpasses - (U.S. 212 - Laurel Interchange) six prestressed concrete beam structures, one 245 foot - County Road Separation, two 118 foot - Hossmain Interchange, and three 40 foot - B.B.W.A. Canal . (U.S. 10 - Laurel East).
	I-IG 90-8 (17) 433 U 3	9-30-64	5.3 miles fencing . (U.S. 10 - Laurel East) .
16	I 90-1 (17) 75 U 1	11- 1-63	2.8 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Frontage Roads . (U.S. 10 - Alberton West) .
	I 90-2 (16) 81	9-30-64	One 879 foot welded steel plate girder bridge - Clark Fork . Dual 123 foot prestressed concrete beam bridges - Nine Mile Interchange . (U.S. 10 - East of Alberton) .
	I-IG 90-2 (18) 82	11-30-64	One 981 foot welded steel plate girder bridge - Clark Fork and CMSTP&P R.R.. (U.S. 10 - East of Alberton) .
	I 90-1 (17) 75 U 2	8-31-63	One 200 foot prestressed concrete beam underpass - Alberton Interchange . (U.S. 10 - Alberton West) .
	I 90-1 (17) 75 U 3	11- 1-63	2.8 miles fencing . (U.S. 10 - Alberton West) .
	I 90-2 (13) 78 U 1	11- 1-63	2.2 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . One 17 foot concrete slob junior grade separation . (U.S. 10 - Alberton East) .
	I 90-2 (13) 78 U 2	8-31-63	One 123 foot prestressed concrete beam bridge - Grade Separation . (U.S. 10 - Alberton East) .
	I 90-2 (13) 78 U 3	11- 1-63	2.2 miles fencing . (U.S. 10 - Alberton East) .
	I-IG 90-2 (21) 80 U 1	11-15-64	4.3 miles (2.6 miles four lane divided) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . Signing (U. S. 10 - East of Alberton) .
	I-IG 90-2 (21) 80 U 2	11-15-64	4.3 miles fencing . (U. S. 10 - East of Alberton) .
17	I-IG 90-6 (2) 309 U 1	7- 1-63	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coot oiling. Four prestressed concrete beam structures . Dual 113 foot overpasses - Bear Creek Interchange . Dual 128 foot overpasses - Trail Creek Interchange .
	I-IG 90-6 (2) 309 U 2	6-30-63	Dual 335 foot steel and concrete overpasses - NP RY.. (U.S. 10 - East of Bozeman) .
	I 90-6 309 U 3	10-31-63	5.3 miles fencing . (U.S. 10 - East of Bozeman) .
18	I 94-3 (3) 114 U 3 &	6-30-63	5.3 miles signing and delineation . (U.S. 10 - East of Bozeman) .
	I 94-4 (9) 119 U 2		6.2 miles fencing . (U.S. 10 - East of Forsyth) .
	I 94-3 (7) 114 U 4	6-30-63	4.9 miles signing and delineation . (U.S. 10 - East of Forsyth) .
19	I-IG 90-6 (5) 276 U 1	11- 1-63	5.5 miles four lane divided, grading, drainage and one 235 foot prestressed concrete beam underpass - Three Forks Interchange . Plant mix bituminous surfacing on relocation of U.S. 10 - Frontage Roads . (U.S. 10 - East of Three Forks) .
	I-IG 90-6 (5) 276 U 2	11- 1-63	5.5 miles fencing . (U.S. 10 - East of Three Forks) .
	I 90-6 (7) 278	9-30-63	Four prestressed concrete beam bridges, dual 128 foot - Lower Madison Road Separation, dual 143 foot - Logan Interchange . (U.S. 10 - East of Three Forks) .
	I 90-6 (8) 277	8-31-63	Four prestressed concrete beam bridges, dual 143 foot - Middle Fork Madison River, dual 92 foot - East Fork Madison River . (U.S. 10 - East of Three Forks) .
	I-IG 90-6 (9) 276	6-30-64	Dual 735 and 624 foot prestressed concrete beam structures - CMSTP&P R.R., NP RY., AND Madison River . (U.S. 10 - East of Three Forks)
20	I 15-4 (9) 194 U 1	9-15-63	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountains Interchange . (U.S. 91 - North of Helena) .
	I 15-4 (9) 194 U 2	6-30-63	12.7 miles fencing and cattle guards . (U.S. 91 - North of Helena) .
	I 15-4 (12) 207 U 1	7- 1-63	3.4 miles (2.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U.S. 91 - North of Helena) .
	I 15-4 (16) 194	11-30-63	12.7 miles signing . (U.S. 91 - Helena North) .
	I 15-4 (17) 204	11-30-63	3.4 miles signing . (U.S. 91 - Helena North) .
21	I 94-4 (12) 119 U 3	6-30-63	8.6 miles signing and delineation . (U.S. 10 - West of Miles City) .
22	I 90-8 (11) 444	11-30-63	Dual prestressed concrete beam bridges, 185 foot and 190 foot - West Billings Interchange . (U.S. 10 - Southwest of Billings) .
23	I 15-4 (18) 210 U 1 & I 15-4 (21) 210	11-30-64	2.1 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous surfacing and signing . (U.S. 91 - South of Wolf Creek) .
	I-IG 15-4 (19) 211	7-31-64	Four prestressed concrete beam structures, dual 534 foot - Spring Creek Interchange, GN Ry. and Prickly Pear Creek, dual 133 foot Lyons Creek Separation . (U.S. 91 - South of Wolf Creek) .
24	I 94-2 (6) 61 U 1	9- 1-64	5.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . One 143 foot prestressed concrete beam overpass - Hysham Interchange . (U.S. 10 - Southwest of Hysham) .
	I 94-2 (6) 61 U 2	9-1 -64	5.6 miles fencing . (U.S. 10 - Southwest of Hysham) .
25	I 15-8 (11) 383 U 2	9-15-63	4.5 miles fencing . (U. S. 91 - Sweetgrass South) .

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
26	I 15-1 (16) 37	4-30-63	7.8 miles seeding and mulching. (U.S. 91 - Armstead South).
27	I-IG 15-2 (15) 118	4-30-63	4.3 miles seeding and mulching. (U.S. 91 - West of Butte).
28	I-IG 90-7 (12) 327	4-30-63	11.8 miles seeding and mulching. (U.S. 10 - Livingston West to East).
29	I 90-8 (15) 438	4-30-63	6.4 miles seeding and mulching. (U.S. 10 - West of Billings).
	FEDERAL AID PRIMARY PROJECTS		
	F 191 (19) U 1	9- 1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 93 - South of Kalispell).
	F 207 (8)	9-30-63	0.2 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - In Butte).
	F 279 (4)	9-30-63	0.5 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - Bypass - In Butte).
103	FHP 6-1 (1) *	1963	6.5 miles grading, drainage, base and bituminous surface treatment. (U.S. 10A - Idaho Line East).
104	F 199 (12)	9-30-63	11.6 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 16 - Medicine Lake North).
105	F 197 (16) U 1	6-30-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City)
106	F-FG 68 (12) U 1	9- 1-64	2.7 miles (four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing. Signing and delineation. (U.S. 10A - East of Anaconda).
	F-FG 68 (12) U 2	10-31-63	Four prestressed concrete beam bridges, dual 70 foot - Clark Fork and dual 148 foot - NP Ry. (U.S. 10A - East of Anaconda).
107	F 134 (6)	9-30-64	0.7 mile grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (U.S. 212 - Laurel South).
108	F 67 (9)	10- 1-63	1.6 miles grading, drainage, aggregate surfacing, stabilized base surfacing, plant mix bituminous and seal coot oiling. (U.S. 91 - Main Street in Conrad).
109	F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling. (U.S. 87 - Northeast of Great Falls).
110	U F 296 (15) U 1	10- 1-63	4.2 miles (0.8 mile four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 3 - Billings NW)
111	FHP 13 F 6 *	1963	2.1 miles grading, drainage, and surfacing. (U.S. 2 - East of West Glacier).
112	F 26 (7)	4-30-63	1.6 miles seeding and mulching. (U.S. 87 - Grass Range North).
	F 103 (11)	4-30-63	7.6 miles seeding and mulching. (U.S. 191 - Roy East).
	F 333 (30)	4-30-63	21.2 miles seeding and mulching. (Montana 19 - Grass Range Junction North).
	F 333 (32)	4-30-63	3.9 miles seeding and mulching. (U.S. 191 - Roy Junction North).
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191 - North of West Yellowstone).
114	FHP 32 1 (1) *	1963	26.0 miles plant mix bituminous surfacing. (U.S.89 - South of Neihart).
115	U FG 228 (16)	11-30-63	1.9 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - NP R.R.. (U.S. 10 - In Billings).
116	F 238 (8) U 1	6-30-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).
	F 238 (8) U 2	6-30-63	One 204 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).
117	ROW F 28 (3)	6-30-63	5.8 miles fencing. (U.S. 87 - South of Grass Range).
	F 28 (4)	8-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 87 - South of Grass Range).
118	U 149 (15)	10-31-63	0.4 mile(0.1 mile four lane divided) grading,drainage,aggregate surfacing and plant mix bituminous surface. (U.S. 87-Bypass-Gt.Falls No)
	U FD 395 (6)	10-31-63	1.5 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement. Two concrete underpasses - GN Ry. and Smelter Avenue. (U.S. 87 - Bypass - Great Falls North).
119	F 235 (25)	10-15-63	7.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. One 81 foot prestressed concrete beam bridge - Otter Creek. (U.S. 87 - West of Stanford).
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87 - West of Stanford).
120	F 114 (5)	9- 1-64	2.4 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Hyshem connection to Interstate).
121	F FG 219 (16) U 2	6-30-63	One 193 foot prestressed concrete beam overpass - NP Ry. (U.S. 10A - Northwest of Missoula).
	F FG 219 (16) U 1	10-30-63	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 10A - Northwest of Missoula).
122	U 112 (3), U 229 (15) & U 235 (32)	6-30-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coot oiling. One 30 foot concrete slab bridge - Big Spring Creek. (Montana 20 - Lewistown Main Street).
123	F 191 (20) U 1	9- 1-63	7.3 miles (2.5 miles grading and drainage) aggregate surface, plant mix bituminous and seal coat oil. (US 93 - North of Polson).
	F 191 (22)	6-30-63	7.3 miles seeding and mulching. (U.S. 93 - North of Polson).
124	F 260 (7) & F 353 (8)	8-15-63	5.8 miles grading, drainage, aggregate surface, plant mix bituminous and seal coat oil. (US 2 - West to East of West Glacier).
125	F 13 (6) U 2	7-30-63	4.0 miles seal and cover oiling. (U.S. 89 - Livingston South).
126	FHP 43 - 1 (1) *	1963	5.8 miles grading, drainage, aggregate surfacing and bituminous surface treatment. (U.S. 89 - North of Gardiner).
127	F 184 (15)	6-30-63	1.1 miles seeding and mulching. (U.S. 10 - North of Deer Lodge).
128	F 43 (15) U 2	7-30-63	31.4 miles seal and cover oiling. (Montana 43 - West to East of Ralston).
	F 43 (18)	4-30-63	1.9 miles seeding and mulching. (Montana 43 - West and East of Ralston).
129	F 217 (12) U 2 & F217(13)U2	7-30-63	24.0 miles seal and cover oiling. (U.S. 89 - South to North of Emigrant).
130	F FG 215 (7)	6-30-63	0.3 mile four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge-CMSTP&P Ry. and Clark Fork. (U.S. 93 - In Missoula).
131	F 185 (7)	4-30-63	0.2 mile seeding and mulching. (U.S. 10 - West of Livingston).
132	F 217 (13)	4-30-63	2.7 miles seeding and mulching. (U.S. 89 - North of Gardiner).
133	F 153 (8)	10- 1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 2 - East of Dodson).
	U 257 (14) U 2	6-30-63	Traffic signals, signs and highway lighting on Idaho Street. (U.S. 2 - In Kalispell).
	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing and plant mix surfacing. (U.S. 89 - Northwest of Browning).
134	FHP 13 3 (1) *	1963	4.1 miles grading, drainage and base. One 60 foot reinforced concrete bridge - Bear Creek. One 26 foot concrete slab bridge - Devil Creek. (U.S. 2 - Southwest of East Glacier).
140	F FG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - South of Belfry).
142	F 315 (16) U 1	9-30-63	11.4 miles grading, drainage and aggregate surfacing. (Montana 24 - Southeast of Fort Peck).
	F 315 (16) U 2	10-30-63	One 133 foot prestressed concrete beam bridge - Nelson Creek. (Montana 24 - Southeast of Fort Peck).
	FEDERAL AID SECONDARY PROJECTS		
201	S 45 (6)	9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River. (Southwest of Garland).
202	S 151 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East of Brady).
203	S 236 (8)	6-30-64	1.2 miles grading, drainage, and aggregate surfacing. One 562 foot riveted plate girder bridge. (North of U.S. 10 & Montana 47).
204	ROW S 412 (2)	10-31-63	3.7 miles fencing. (East Helena, Southerly).
	S 412 (3)	9- 1-63	3.7 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East Helena Southerly).
205	S 207 (3)	6-30-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Wyoming Line North - South of Busby).
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (Southwest of Billings).
207	FAP 5 1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (South of Troy).
208	S 264 (3)	6-30-63	5.3 miles grading, drainage and aggregate surfacing. (Northeast of Van Norman).
209	FAP 11 1 (1) & S 391 1 FH *	1963	32.9 miles grading, drainage and base. Raising of three timber bridges - Lolo Creek. (U.S. 12 - Lolo to Idaho State Line).
210	S 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Southwest of Libby).
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drainage, aggregate surfacing and plant mix bituminous surfacing. (Northwest of West Yellowstone).
212	S 240 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coot oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast).
213	S 266 (4)	10- 1-63	10.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Browning).
	ROW S 266 (2)	6-30-63	10.5 miles fencing. (North of Browning).
214	S 65 (6)	10- 1-63	4.9 miles grading and drainage. One 245 foot prestressed concrete beam bridge - Swan River. (South of Big Fork East).
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (West of Wilsall).
	S 370 (15)	9-30-63	6.7 miles grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling. (West of Wilsall).
216	S 159 (4)	9- 1-63	7.5 miles (partial grading) drainage, aggregate surfacing, and plant mix bituminous surfacing. (Dodson South).
217	S 304 (8)	9-30-63	7.4 miles (0.8 mile grading) aggregate and plant mix bituminous surfacing. (Galen Southwest).
218	S 316 (7)	9-30-63	0.4 mile grading, drainage, aggregate and plant mix bituminous surfacing. Concrete curb and gutter. (In Cut Bank).
219	S 85 (00) U 1 & S 85 (3) U 1	7-31-64	12.0 miles grading, drainage and aggregate surfacing. (Armstead West).
	S 85 (00) U 2 & S 85 (3) U 2	11-31-63	Three prestressed concrete beam bridges. One 92 foot and 71 foot - Horse Prairie Creek. One 71 foot-Medicine Lodge Creek. (Armstead W.)
220	S 28 (7) & S 28 (8)	7-15-64	8.8 miles grading, drainage, and aggregate surfacing . (McLeod Southwesterly) .
221	S 129 (8)	11-15-63	7.0 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Rapelje South) .
222	S 259 (2)	7-15-63	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coot oiling. One 38 foot treated timber trestle bridge - Sand Creek. (Northeast of Forsyth).
223	S 240 (16) & S 307 (12)	10-15-63	4.9 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Widen three timber bridges . (North of Geraldine South) .
224	S 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coot oiling. (north of Helena).
225	S 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Hilger).
226	S 213 (4)	9-30-63	0.9 mile grading, drainage, aggregate surfacing and plant mix bituminous and seal cont oiling. (East of Butte).
227	S 326 (4)	10-15-63	5.1 miles grading, drainage and aggregate surfacing . One 102 foot prestressed concrete beam bridge - Otter Creek . (East of Ashland South) .
228	S 361 (12)	10-15-63	6.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Girard West to East) .
230	S 12 (9)	6-30-63	4.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Harlen North).
232	S 339 (9) U 1	6-30-63	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (South of Chester).
234	S 398 (2)	6-30-63	9.6 miles grading, drainage and aggregate surfacing. (Northwest of Baker).
235	S 9 (9) U 2	7-30-63	8.5 miles seal and cover oiling. (Southeast of Boulder).
236	S 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (Whitefish North).
238	S 66 (2) U 2	7-30-63	1.2 miles seal and cover oiling. (Emigrant Southeast).
2[illegible]	S 273 (3) U 2	7-30-63	0.8 mile seal and cover oiling. (Northeast of Emigrant).
2[illegible]	S 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing. (North of Galata).
246	S 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Culbertson).
	OFF-SYSTEM PROJECTS		
301	FAP 2 A2 B2 12 A2 *	1963	7.2 miles grading and aggregate base. (Two Medicine Road and Approach - Northwest of East Glacier).
303	R A0 7 (1) *	1963	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).

* Bureau of Public Roads Projects

Left—George Snyder, All-Events Winner. Right—l. to r: Keeler's Keglers—Fred W. Victor, Everett Keeler, George Snyder Don Williams, Phil Colbert.

TOURNAMENT WINNERS

The Second Annual Montana Highway Department Men's Handicap Bowling Tournament was completed at the end of the 6:30 Doubles and Singles Shift, Sunday April 7. All in all, it was a good tournament, representing 30 teams, 66 Doubles and 132 Singles entries. Teams were entered from Circle, Miles City, Billings, Bozeman, Fort Benton, Great Falls, Simms, Philipsburg, Alberton, Helena Shop and Helena Headquarters.

By vote of the various team captains, the 1944 tournament will be held in Great Falls. A tabulation of the voting is: Great Falls, 13; Lewistown, 3; Missoula, 4; Helena, 4; Billings, 2; and four teams did not vote.

By the time this publication is in the mail, all winners should have their prize money checks. Trophies for the first place winners are in the process of being engraved appropriately and will be forwarded as soon as this is completed.

Following is a complete tabulation of the winners, in all four events scheduled:

OFFICIAL PRIZE LIST

TEAM EVENT

1st—$80.00—Keeler's Keglers, Helena	3117
Plus Trophies	
2nd—$55.00—Circle Boys, Glendive	3,090
3rd—$37.50—Johnson's Juglers, Great Falls	3025
4th—$27.50—Bonnie Bride Shoppe, Helena	3018
5th—$22.50—Power's Powerfulls, Helena	2922
6th—$20.00—Helena Distributing, Helena	2888
7th—$20.00—Briscoe's Brats, Great Falls	2,882

Based on 30 Team Entries.

DOUBLES EVENT

1st—$70.00—C. Farry-L. Sayre, Great Falls	1272
Plus Trophies	
2nd—$45.00—B. Ford-S. Jensen, Bozeman	1239
3rd—$30.00—B. Briscoe-D Moore, Great Falls	1235
4th—$20.00—D. Kwasney-G. Keil, Glendive	1226
5th Place—$10.00—E. Kessel-J. Dick, Glendive	1201
6th—$ 9.00—S. Newton-D. Hinman, Great Falls	1193
7th—$8.00—E. Keeler-G. Snyder, Helena	1187
8th—$ 8.00—C. Wirth-T. Ratchford, Helena	1187
9th—$ 8.00—M. Griffith-F. Wells, Helena	1170
10th—$ 8.00—M. Brackney-F. Robinson, Great Falls	1170
11th—$ 8.00—J. Walsh-G. McKnight, Helena	1164
12th—$ 8.00—G. Paul-D. Slayton, Great Falls	1164
13th—$ 8.00—D. Anderson-J. Routzahn, Helena	1163
14th—$ 8.00—N. Bixby-N. Morrison, Great Falls	1162
15th—$ 8.00—B. Lightbody-B. Kelley, Helena	1161
16th—$ 8.00—R. Knapp-D. McFadyean, Helena	1158

Based on 66 Doubles Teams

SINGLES

1st—$50.00—D. Bond, Helena	668
Plus Trophy	
2nd—$35.00—R. McKee, Missoula	667
3rd—$25.00—J. Garden, Helena	663
4th—$15.00—G. Snyder, Helena	658
5th—$13.00—J. Routzahn, Helena	639
6th—$12.00—R. Gustine, Helena	636
7th—$11.00—B. Mancini, Missoula	634
8th—$10.00—S. Newton, Great Falls	633
9th—$ 9.00—J. Branum, Miles City	632
10th—$ 8.00—R. Lightbody, Helena	630
11th—$ 8.00—C. Horan, Helena	628
12th—$ 7.00—R. Riebhoff, Helena	626
13th—$ 7.00—G. Garden, Helena	626
14th—$ 7.00—H. Wheeler, Helena	626
15th—$ 7.00—F. Wells, Helena	623
16th—$ 7.00—F. Verbanac, Helena	623
17th—$ 6.00—H. Treadway, Helena	622
18th—$ 6.00—J. Putzker, Missoula	620
19th—$ 6.00—D. Gruel, Helena	620
20th—$ 5.00—R. Kelley, Helena	619
21st—$ 5.00—S. Mayer, Helena	618
22nd—$ 5.00—G. Paul, Great Falls	616

Based on 132 Singles Entries.

ALL EVENTS

1st—$30.00—G. Snyder, Helena	1895
Plus Trophy	
2nd—$20.00—J. Garden, Helena	1862
3rd—$12.00—S. Jensen, Bozeman	1851
4th—$ 8.00—D. Bond, Helena	1850
5th—$ 6.00—G. Paul, Great Falls	1842
6th—$ 5.00—J. Dick, Glendive	1835
7th—$ 5.00—R. Hilt, Helena Shop	1833
8th—$ 5.00—S. Mayer, Helena	1833
9th—$ 4.00—D. Williams, Helena	1818
10th—$ 4.00—B. Knapp, Helena	1817
11th—$ 2.00—F. Wells, Helena	1813
12th—$ 2.00—G. Siewert, Helena	1812
13th—$ 2.00—D. Kwasney, Glendive	1811

Based on 105 All Events Entries.

The Bowling Tournament Committee wishes to express their thanks to all those who participated the last two years and the Committee hopes that those not represented this year, will make it to Grea Falls in 1964.

MONTANA'S INTERSTATE PROGRESS

During 1962, contracts awarded on all systems in Montana totalled $45.7 million. This compared favorably with our sister states, in that Washington awarded $70.2 million, Oregon $65.5 million, Arizona $60 million, Colorado $54 million, New Mexico $45.8, South Dakota $40.2, Idaho $33.6, North Dakota $30.4, Wyoming $32, Alaska $24.5, Nevada $24.1 and Utah $22.9 million.

During 1963, these same states are all planning a very ambitious program. Washington and Utah have a $73 million program outlined while Oregon is shooting for a $71;

(Continued on next page)

MONTANA INTERSTATE

(Continued from page 9)

Montana $70; Colorado $67; Alaska $61.3; Arizona $58; South Dakota $52.5; New Mexico $48.5; Nevada $38; North Dakota $34.

Montana ranks among the leaders for Interstate work planned for 1963 with a total of $45.6 million. Only Utah, with 60 million and Oregon with $48 million exceed Montana's plans.

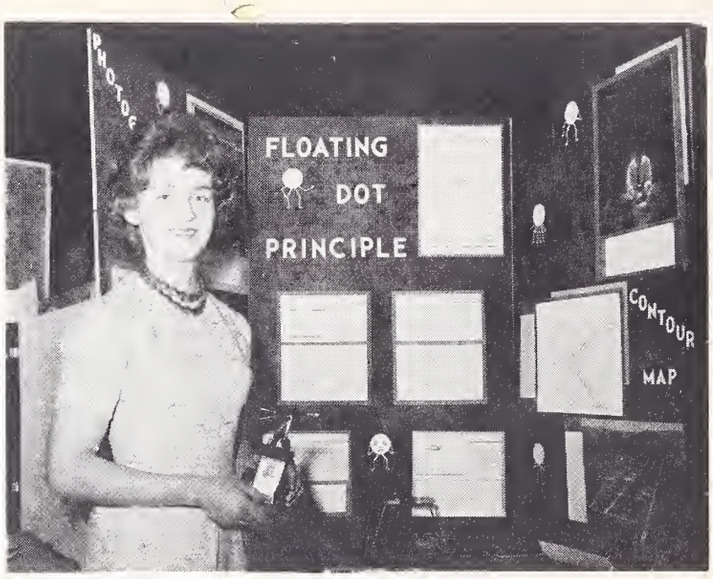
SERVICE AWARDS FOR MARCH— include one 40-year man, Lorn Hardie of Bozeman. Lorn must have started work as a very young man because he still looks like a young man. Steve Dunbar and Tom Ratchford both received 30-year pins and Donald Kalness was presented a 25-year award. Five were presented 15 year pins; 3 received 10-year awards, and 14 completed 5 years' service. Congratulations!

YOUNGER GENERATION BRINGS CREDIT TO THEIR ELDERS

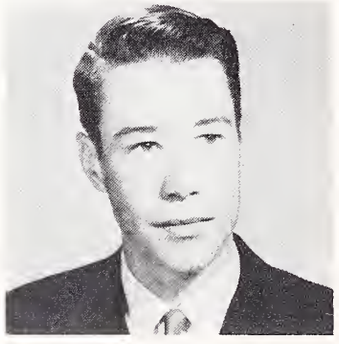
During the last few weeks, Centerline has learned of many fine accomplishments by sons and daughters of our associates. By their intelligence and application, they have reflected the fine background and training that must have been theirs at home, and have gained well deserved recognition in several fields.

Undoubtedly, there are many more such fine young men and women around the state that come from homes of Highway employees, and we are proud of them, and of their parents.

Dennis Tode won the state scholarship contest sponsored jointly by Armco and the National Society of Professional Engineers. He has also been selected as Salutatorian of the 1963 graduating class of Helena High School. His dad is Chuck Tode, Project Control Manager.

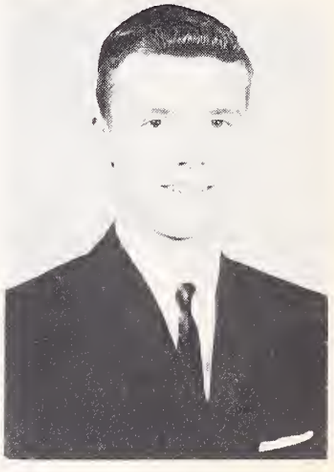


Sharon Halvorson was named winner in the District Science Fair in Kalispell with her display and description of the Floating Dot principle used in photogrammetry. She is the daughter of Commissioner Stan Halvorson.

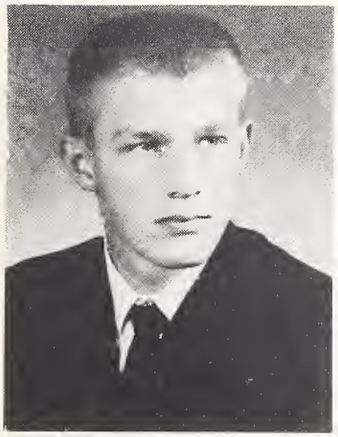


Richard Buswell was declared the winner of the Helena Elks Scholarship. He is the son of Howard Buswell, Planning Survey Director.

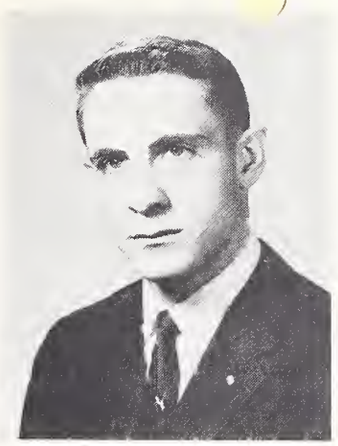
Earl Goodno, has been selected through competition to be a member of the High School Band of America. The band tours the southern states, Mexico. Earl plays trombone, and is the son of Stacia Goodno of accounting.



Jerri Huffman is the reigning queen of the Last Chance Stampede and recently represented Montana at the National Finals of the Rodeo Queen Contest in Las Vegas.



Don Devore, Jr., in his spare time at College in Bozeman is making preparations to defend his title as Montana Chess champion. His dad is Don DeVore, Technical Engineer.



David DeBree was recently awarded the Chevalier Degree by the Edward C. Day Chapter of DeMolay for his outstanding service and leadership in that organization. his dad is Wiggie DeBree, our Shop Machinist.

NEWS FROM THE DIVISIONS

Butte

The Butte Division Welcomes the employment of Dolores Wulf in the Right-of-Way Department, as stenographer.

On March 12, 1963, thirty maintenance men and two members of the State Parks Division completed an accelerated course in radioligical monitoring in the Butte Division. The Monitoring School was conducted by Eugene M. Duncan, Division Office Engineer, assisted by Lynn Engle from Helena headquarters.

The Butte Division also welcomes the employment of Lowell Smith as Clerk in the Butte office.

The following men successfully completed the 66-hour Course in Basic Mathematics, which was given by Richard Matthew, Soils Engineer:

Terry Fava, Tom McKiernan, Carl Hussien, Kent Harens, James Sample, William Madlena, George Longbella, Howard Paige, Nick Stijacich, and John Zook.

The Butte Division wishes to compliment Mr. Matthews on the success of his daughter, Carol Jean Matthews, who received a superior rating and second grand prize in the Regional Science Fair in Anaconda. This entitled her to show her project, The Mysterious Number Ph 1, in the State Science Fair in Missoula, where she won an excellent rating and high rating in the mathematics division. She won a Pi Mu Epsilon Award of $25.00 worth of Math Books, half for her personal library and half for the Butte High School Library.

Bozeman Division

Alice Michelle Segota was born in Ennis, January 12, 1963 to the wife of Maintenance Truck Driver Daniel M. Segota. She joins two little sisters and a brother.

Great Falls Division

Orville Johnson, employed as a rodman at Cascade, and Patsy A. Romberg, formerly employed by the Helena Lab, were united in matrimonial services March 16, 1963 at Wolf Creek. Best wishes to the newlyweds.

Newest members to bolster the Great Falls headquarters forces include Mr. Marvin Wise, assigned to the R/W section, and Mr. Charles Cook, assigned to the Design Section. Bowlers, beware! Wise is rumored to pack a 197 average! ! !

As prescribed by law, a hearing was held at the Craig schoolhouse at 7:30 p. m. on March 21 to discuss the routing of Interstate 15 between Stickney Creek and Hardy Creek. MC's for the event were Howard T. Buswell, Planning Survey engineer and Grover Powers, Interstate engineer. Morrison-Maierle and Western Engineers, who are locating and designing this section of Interstate, were represented by their Project Engineer, Albert N. Kraft. These men, as well as others, explained the whys and whereofs to a "standing room only" crowd. The general concensus of opinion is, the majority of the people who are actually affected by the new alignment are in favor of the proposed routing. Prominent guests in attendance included Sen Ben Stein from Park county and Emmett Angland, Great Falls attorney.

TWO MORE OLD TIMERS LEAVE US

The Department was saddened this week to learn of the passing on April 12 of Alex Middleton, and on April 14 of Bill Kiefner.

Alex retired iln 1956 as Division Engineer of the Havre Division after 35 years service to Montana.

Bill served as Equipment Manager in the Headquarters for a number of years, and altogether had a total of 36 years with the Highway.

Thanks to Shag Miller of KBOW in Butte for the nice letter regarding the Butte road report.

Butte, Montana,
March 22, 1963

To: Tom Ratchford
Montana State Highway Engineer
Helena, Montana

Dear Tom:

During the past winter months we have had the pleasure of working with the Butte Division office in presenting broadcasts of the daily highway road condition report.

Chief Engineer Dundas was very co-operative and Jim Killoy and Cliff Dean, the men who made the actual broadcasts did an outstanding job.

We were very happy to offer our facilities to provide this very vital important service to the public. Thank you.

Very truly yours,
Shag Miller.

Another thank you was received from R. J. Jones of Bozeman.

11 Faculty Court
Bozeman, Montana
March 29, 1963

Director, Highway Department
Helena, Montana

Dear Sir:

I would like to take this opportunity to call to your attention the very fine assistance given to me by men in your department after I had upset my vehicle on highway 191 north of West Yellowstone.

They were very courteous and efficient in the help that they gave. In fact, I would rate their participation in this event as more than required or expected in the the line of duty.

I refer especially to Mr. L. E. Parmly who was driving the snow plow and his assistant, and also to their supervisor in West Yellowstone, Pete?? It is certainly men like these who win friends for your department.

Thank you.

Sincerely,
R. J. Jonas

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Helena, Montana
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